The Hongkong Telegraph.

No. 2343. SATURDAY, SEPTEMBER 21, 1889. SIX DOLLARS PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889. [9

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$7,500,000.
RESERVE FUND 4,400,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—W. H. FORBES, Esq.
DEPUTY CHAIRMAN—H. L. DALRYMPLE, Esq.
W. G. BRODIE, Esq. | S. C. MICHAELSEN, Esq.
T. E. DAVIES, Esq. | J. S. MOSES, Esq.
J. F. HOLLIDAY, Esq. | L. POESNECKER, Esq.
Hon. J. J. KESWICK. | N. A. SIEBS, Esq.
Hon. B. LAYTON. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—G. E. NOBLE, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 24th August, 1889. [8

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL£ 580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, PERSIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

AGENCY DEPARTMENT:
For the convenience of those returning to Europe an Agency Department has been added to the ordinary business of the Bank for the transaction of Personal Agency of every description.
Pay and Pensions collected.
Baggage cleared, warehoused or forwarded.
Insurances effected.
Circular Notes and Letters of Credit issued.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager.
10] HONGKONG BRANCH.

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th June, 1888. [52

Intimations.

W. BREWER.

HAS JUST RECEIVED.

LANCASTER Full plate Photographic Cameras Lens and complete.
" 1/1 " " "
" ½ plate " " "
" ¼ " " "
Fresh Myrtle Grove Tobacco.
Monington and Weston New Iron Back Trichord Pianos, splendid wearing instruments, price $275.
Fine variety of Silver Mounted and other Briar Pipe, in cases.
Long Cherry Wood Pipes.
Brassey's Naval Annual.
Japannid Tin Despatch Boxes.
Cheap Commercial Envelopes, $1.25 per 1000.
Sweet Caporal Cigarettes.
A very fine stock of Photo. Albums.
Tennis Bats, Shoes and Balls.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 21st September, 1889 [105

KELLY & WALSH, LD.

JUST LANDED
IN SPLENDID CONDITION, THE FOLLOWING BRANDS
OF
FRESH CIGARETTES.

SWEET CAPORALS.
KINNEY'S STRAIGHT CUTS.
FULL DRESS STRAIGHT CUTS.
VIRGINIA BRIGHTS.
RICHMOND STRAIGHT CUTS.
LITTLE BEAUTIES.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 21st September, 1889. [7

FOR SALE.

MARTINI-HENRI, MATCH RIFLES.
"BALLARD" ROOK RIFLES.
AIR GUNS AND TARGETS.
VERNIERS, VENTOMETERS, RIFLE-BARREL CLEANERS, SHOOTING CASES, fitted with Paints, &c., RIFLE LOADING and CLEANING SETS, ORTHOPTICS.
SMITH and WESSON'S and RILEY'S REVOLVERS, COLTS DERRINGERS.

CRICKETING SUNDRIES.

LANE, CRAWFORD & Co.

Hongkong, 10th September, 1889. [28

THE HALL & HOLTZ C. CO., LIMITED.

GENTLEMEN'S OUTFITTING DEPARTMENT.

JUST TO HAND.

A LARGE STOCK OF CHRISTY'S & TOWNEND'S FELT HATS, in all the latest London Shapes, in Black, Brown, Fawn, Nutria, Slate.
Single and Double TERAI HATS, from $2.50.
PEARL SHELL HATS.
CLOTH CAPS.
TWEED HATS.
Red Morocco Leather SHOES,
Tan Russia Leather "
Black Morocco "
Glove Kid "
Calf Leather "
Patent Leather "
COURT SHOES,
Tan Russia Leather BOOTS,
S. S. E. "
S. S. L. "
H. S. W. "

WHITE LONG CLOTH SHIRTS.
The Royal DRESS SHIRT, the latest speciality for Evening Dress.
THE H. R. H. SHIRT. THE MILITARY SHIRT.
White French SHIRTS, with turn down or stand up Collar attached.
LINEN COLLARS:—Over 20 different shapes to select from.

THE HALL & HOLTZ CO-OPERATIVE COMPANY LTD

Hongkong, 17th September, 1889. [26

W. POWELL & CO.

WE ARE NOW SHOWING OUR FIRST DELIVERIES
OF
BRUSSELS, VELVET and WILTON CARPETS, Newest Designs in FURNITURE and CURTAIN TAPESTRIES, every description of Furnishing Upholstery.

W. POWELL & CO.

Victoria Exchange,
Hongkong, 2nd September, 1889. [9

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

WE have just opened out our NEW AUTUMN GOODS consisting, of a large and choice selection of COATINGS for MORNING and EVENING DRESS.

A very stylish lot of TWEEDS, new in design and material, and a varied assortment of TROUSERING in all the newest patterns.

Hongkong, 14th September, 1889. [88

A. HAHN,

PIANO TUNER AND REPAIRER.
ON HIRE PIANOS FOR SALE
Address c/o HONGKONG HOTEL or No. 85, CAINE ROAD.

Hongkong, 24th December, 1888. [37

For Sale.

FOR SALE.

A PHOTOGRAPHIC CAMERA, complete.

Apply to
F. BLACKHEAD & Co.

Hongkong, 20th, August, 1889. [1043

FOR SALE.

FURNISHED RESIDENCE (PEAK).

"WELLBURN," on R. B. L. No. 57, has a splendid view, is built of Teak throughout, and has a concrete Tennis Court. Gas laid down.

For full particulars, apply to
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

Hongkong, 27th August, 1889. [1068

FOR SALE.

AT THE PEAK.

"BROCKHURST" AND SURROUNDING LAND, COMPRISING R. B. L. No. 1.

THE HOUSE which is substantially built, has recently been enlarged, and commands one of the finest views in the Colony.

The site is sufficiently large to allow of several other houses being built thereon.

For full particulars, apply to
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

Hongkong, 22nd August, 1889. [1053

Shipping.

STEAMERS.

FOR MACAO.

THE Steam-launch
"ALICE"
will leave the P. & O. Co.'s Old Wharf for Macao at 7.30 O'CLOCK TO-MORROW MORNING, leaving Macao on the return journey at 2 P.M.

The "ALICE" is a capital sea boat, and has excellent accommodation for European Passengers.

Hongkong, 21st September, 1889. [1135

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship
"FOKIEN,"
Captain Lewis, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 19th September, 1889. [1165

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA SINGAPORE AND JAVA.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"CATTERTHUN,"
Captain Darke, will be despatched for the above Ports, on TUESDAY, the 24th inst., at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 20th September, 1889. [1137

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"CHINGTU,"
Hunt, Commander, will be despatched as above on WEDNESDAY, the 25th inst., at NOON.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th September, 1889. [1087

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship
"ANCONA"
Captain W. D. Mudie, will leave for the above places, on FRIDAY, the 27th September, at DAYLIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 17th September, 1889. [5

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"GUTHRIE,"
Captain Craig, will be despatched for the above Ports, on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 20th September, 1889. [1166

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG.

THE Steamship
"FLINTSHIRE,"
Dwyer, Commander, will be despatched for the above Ports, on or about the 28th September.

For Freight or Passage apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 18th September, 1889. [947

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"ALBANY,"
E. Porter, Commander, will be despatched for the above Ports, on or about the 1st October.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 18th September, 1889. [942

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Barque
"HAYDN BROWN,"
Havener, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.

Hongkong, 1st August, 1889. [968

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship
"HARVEST QUEEN,"
E. A. Forsyth, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 7th September, 1889. [1116

FOR NEW YORK.

THE 3/3 L. I. I. British Bark
"ROBERT S. BESNARD,"
Andrews, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 12th September, 1889. [1133

FOR NEW YORK.

THE 3/3 A. I. I. American Ship
"OCCIDENTAL,"
Taylor, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.

Hongkong, 20th September, 1889. [1167

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "CLYDE," Captain W. Parfitt, with Her Majesty's Mails, will be despatched from this for LONDON, direct VIA SUEZ CANAL calling at MARSEILLES, and usual Ports of call on WEDNESDAY, the 25th September, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 27th September, 1889. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF SYDNEY"
will be despatched for San Francisco, *vid* Yokohama, on WEDNESDAY, the 9th October, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... 393.75
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 19th September, 1889 [3

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"ARABIC"
will be despatched for San Francisco, *vid* Kobe and Yokohama, on SATURDAY, the 28th September, at NOON.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... 393.75
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent

Hongkong, 21st September, 1889 [2

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 25th day of Sept., 1889, at 4 P.M., the Company's Steamship "BAYERN," Captain J. Mergell, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m., Specie and Parcels until 10 a.m., on the 25th of September, 1889. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to
MELCHERS & Co.,
Agents

Hongkong, 31st August, 1889. [4

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"PORT AUGUSTA,"
2,833 Tons Register, Hogg, Commander, will be despatched for VANCOUVER, B.C., *vid* KOBE & YOKOHAMA, on THURSDAY, the 26th September, at NOON.

To be followed by the S. S. "PARTHIA" on the 10th Oct. and S.S. "PORT FAIRY," on the 24th Oct.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$210.00
To all Common Points in Canada and the United States..... 275.00
To Liverpool..... 320.00
To London..... 325.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 25th Sept.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 12th September, 1889. [36

Intimations.

DAKIN'S
UNRIVALLED OLD SCOTCH WHISKY.

A BLEND OF THE FINEST WHISKIES that Scotland can produce.

Thoroughly Matured.

Per Bottle $1. Per Dozen $10.

SOLD ONLY BY

DAKIN BROS. OF CHINA, LIMITED,
CHEMISTS,
and
AERATED WATER
MANUFACTURERS,
HONGKONG.

(Telephone No. 60.)
Hongkong, 23rd July, 1889. [13

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

COAST PORT ORDERS.
whenever practicable, are despatched by first steamer leaving after receipt of order.

Our Registered Telegraphic Address is,
"DISPENSARY, HONGKONG,"
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock :—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

☞ No Credit given for bottles that are dirty, or greasy, or that appear to has been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

W. A. T. S. O. N.'S
PURE FRUIT CORDIALS.
Prepared from the Juice of the finest selected Fresh Ripe Fruit.

Raspberry, Strawberry, Damson, Black Currant, Red Currant, Orleans Plum, Pine Apple, Morella Cherry, Lime Fruit, &c.

A table-spoonful (more or less according to taste) added to a tumbler of plain or aerated water forms a delicious beverage. The addition of Wines or Spirits produce excellent and piquant results.

Price, 75 Cents per Bottle, or $7.50 per dozen Case Assorted.

RASPBERRY SYRUP, STRAWBERRY SYRUP, RASPBERRY VINEGAR } Price, $1 per Bottle

For imparting a delicious flavour to
AERATED WATERS,
SUMMER DRINKS, &c., &c.

Sole Agents for Hongkong and China for MONTSERRAT LIME FRUIT JUICE CORDIALS.

A. S. WATSON & Co., LTD.,
Hongkong, China, and Manila [5

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 21, 1889.

DURING the past two or three years, but more especially within the last nine months, the business in this colony in the buying and selling of shares and stocks has assumed proportions far beyond all reasonable expectations; and it would perhaps not be very wide of the mark to to say that, for its size, the city of Victoria would in this particular branch of commercial enterprise rival even the great exchange marts of London, Paris, and New York. We do not pretend to argue that the whole of the business has been of a legitimate character, or that any great portion of it can be described as anything more stable than the ordinary form of Stock Exchange *speculation which, with certain stipulations*, is recognised by law; but exactly the same conditions obtain in the *Bourses* of Europe and America, although there may be occasional differences in matters of detail and also in the mode of conducting operations between broker and client. However, this local share traffic has lately assumed such formidable dimensions, and has extended to so large a percentage of the European community engaged in other branches of trade, that what was formerly a sort of pleasurable if somewhat risky pastime to a select few has become a regular business to the many. In this article it is not our intention to preach any homily on the iniquity of a form of share gambling which allows clerks and other irresponsible employés of public companies and trading firms to speculate "on time" to the extent of hundreds of thousands of dollars; the time will doubtless come, and all too soon, when the position of affairs may call for plain speaking—but that time is not now, nor do we expect its advent until after the September settlements. Our present object is to show that share transactions have increased so immensely that on the last day of every month the ordinary business of the colony is very much interfered with and a large amount of personal inconvenience caused by the general "rush" attendant on the monthly "squaring up." Old custom has hitherto prevailed, and the end of the month has been invariably recognised as settling day, all contracts being arranged for the final day of each month. The inconvenience of this arrangement has long been recognised, but the slavish adherence to ancient custom for which the 'old China hands' resident here are so world renowned, prevented any decided action being taken to effect a change until the dead-lock caused by the July and August settlements seriously impeded general business, in addition to leaving numerous share accounts still open. Queen's Road, from the Club to the Shanghai Bank, on the 31st ulto. was a regular saturnalia; pedestrianism in the street was an impossibility, ordinary traffic was carried on with difficulty owing to the serried ranks of brokers' rickshas, and, to use a little poetic license, the Bank itself was throughout the day a regular howling wilderness. All other monthly commercial transactions had to be neglected or were carried out with difficulty, everything and everybody had to give place to the brokers, and the inevitable result was hopeless confusion and an all-round muddling up of affairs which it took days to put straight. It was then decided that some alteration must be made, and a few days ago the following circular was issued by Mr. A. W. MAITLAND, the chief accountant of the Hongkong and Shanghai Banking Corporation :—

"The increase of share transactions in Hongkong renders it desirable to reduce as much as possible the rush of business which occurs on the last day of each month—the date when by presen custom contracts mature and settlements have to be effected.

"With this end in view it is proposed that from the 1st of October next, shares 'sold forward' should be sold for delivery on the 25th day of the forward month instead of the end of the month. It is believed that this will greatly facilitate settlements."

The circular has been signed by the Court of Directors of the Hongkong and Shanghai Bank, the whole of the managers of the local banks, the leading merchants and sharebrokers, and others interested in the matter, so that there can be no doubt that Mr. MAITLAND's sensible proposal will be almost universally adopted. That this new arrangement will be more convenient to all concerned than that at present in force will hardly be disputed, and it will be found to possess many substantial advantages to merchants and others who have the whole of their ordinary business to occupy their time and attention at the end of each month. In fact, we shall have a recognised Stock Exchange settling day that will not unduly interfere with other commercial matters, and will be convenient alike to brokers and their clients. Of course this proposed alteration cannot affect existing contracts, which will mature in the ordinary course on due dates, unless by special agreement between the parties concerned; and in our opinion the best way of making it a recognised canon, governing all future share settlements in Hongkong, will be for the Committee of the Brokers' Exchange now in course of formation, to fix the date suggested as the monthly settling day in the regulations of that institution.

TELEGRAMS.

(From the *Courrier d'Haiphong.*)

PARIS, September 13th.

Charles III., Prince of Monaco, has died, at the age of 71 years.

Edison, the inventor, after having visited the Paris Exhibition, has departed for England.

September 12th.

The Sixth Army Corps has commenced a grand series of military manœuvres under the command of General de Miribel.

LOCAL AND GENERAL.

No share business to report.

H.M.S. *Porpoise* returned to Chefoo from Newchwang on the 14th inst.

GOVERNOR DES VŒUX is expected from Japan by the P. & O. S. N. Co.'s steamer *Ancona*, due here on Monday.

THE programme of the concert to be given at the Club Lusitano on the 26th inst. by Signor Cattaneo and a number of his pupils, in aid of the orphans of the Italian Convent, will be found in our advertising columns.

WE hear that the China Merchants' Co.'s steamer *Kwangtze* has been chartered by the Viceroy Chang-Chih-tung to convey him to his new post at Wuchang, the capital of Hupeh. The Chinese man-of-war *Tun Ying Chou* is also under orders to proceed to Canton from Hankow for the purpose of transporting the Viceroy's retinue, household furniture etc.

THE promoters of the proposed Hongkong Chinese Chamber of Commerce, amongst whom we observe the names of Dr. Ho Kai, Messrs. Ho Amei, Ho Tim, Woo Lin-yuen, Wai Yuk, and other leading Chinese, have called a meeting of Chinese residents for two o'clock to-morrow afternoon at the Tung Wah Hospital, to consider and vote upon the suggestions of the Committee of the proposed Chamber of Commerce.

FROM an Imperial decree dated the 27th ultimo, it appears that the Emperor gives the credit of recommending the adoption of railways in China to the Dowager Empress. The decree ends with an exhortation to the Officials and gentry to work in harmony on this great undertaking, as upon railways will depend the future strength of the Empire. The Governors-General of Hu Kuang and Chihli, and Governor of Honan, are ordered to post proclamations at once in the towns under their jurisdiction through which the railway is to pass, notifying the people of the proposed undertaking, and warning them that any opposition to it will be visited with prompt punishment.

THUS the *Sydney Bulletin* :—"The Pope, he leads a happy life," says the old song. In some respects he must. There's the Monte Pulciano wine—we would undergo a lot of Popery for that. Then there is the gold dinner-service, not to speak of the silver tea-service. Plenty of flunkeys, too, in crimson plush, though it is imprisonment. Now they say the Pope is going to Valencia, Spain. It is a delicious city in the Mediterranean, with a grand fashionable parade, the Glorieta, which, hallowed by the Pope, would become as glorious as the Pincio, at Rome, of which the Pope was monarch. The new St. Peters will be the fine Valencia Cathedral, with Moorish tower. But the worried journalists who fudge up English cablegrams for Australia, have made a mistake in "spotting" the Frenchman Cardinal Lavigerie, Bishop of Algiers, as next Pope. It has for 360 years been a rule that the Pope must be Italian, and this rule is for obvious reasons not likely to be broken now. Once upon a time France used to "boss" the Pope, another time Germany, another time Spain. Lord Johnson Russell, as English Foreign Minister, offered Malta as a home for the Pope 25 years ago. People thought the G.O.M. of Italy was going to burst up even then. But the Pope holdeth up his two fingers and laugheth them to scorn. It is safe to predict that the Pope will ecclesiastically flourish when Germany and Russia are Republics, though his "temporal" power has gone, never to return. But the day will come when the Pope goes to the United States. Yes, Gladstone says the population of the United States will be 500,000,000 in 19°9, whic will include 100,000,000 Catholics—and Pope Leo XX.

THE *Chinese Times* of September 7th has the following :—To the *Hongkong Telegraph* we are indebted for the only report we have seen of the half-yearly meeting of shareholders of the Hongkong and Shanghai Banking Corporation held on the 24th August. The speech of Mr. Fraser-Smith, following a leading article in the *Telegraph*, constitute a trenchant criticism of the Bank management. Mr. Fraser-Smith in the most open manner, charged the Directors with neglect or incompetence, and he challenged them to name any other bank that had ever suffered such a succession of robberies, but without obtaining further answer from the Chairman than that all business was subject to losses. The plain truth is that—admitting the criticisms to be unanswerable; that the Directors are ornamental, merely; and that the annual surprise which is reserved for the shareholders' meeting of a trifling loss of a few lakhs of dollars does perhaps become a trifle comical—what does it all amount to? Notwithstanding continuous losses, the Bank grows and prospers in an amazing manner, and where are the shareholders who would wish to disturb the management which brings them, with the unfailing regularity of summer and winter, thirty shillings per share with something carried to Reserve? That is the obvious answer to Mr. Fraser-Smith. And as for the Directors, they cannot and will not supervise the business, away from the head office, and should a real storm ever overtake the Bank, *quod Deus avertat!* they would as a matter of course be taken aback. Where is the use of criticising what cannot be mended? and even if it could, people who cannot see very far into a mill-stone may be excused for preferring to "leave well alone." In spite of all drawbacks, the shareholders are to be congratulated on the phenomenal prosperity of the Bank, and prosperity covers a multitude of sins.

THE *Kuang-pao* relates a story of retributive justice at the hands of a *Kwai*, (Spirit), which the superstitious editor of our Canton contemporary declares is gospel truth. The tale runs thus:—Two brothers and a sister who had been left orphans, lived together very happily for many years in Canton, until the elder brother married. The family being poor, the younger brother, a confirmed opium smoker, remained in single blessedness, and it was not until she reached the mature (in Chinese opinion) age of twenty-four that the sister got married to a Swatow man at Fatshan. Previous to this the elder brother had a daughter born to him shortly after his marriage, but unfortunately for the child her mother died when she was only six or seven years of age and left her to the tender mercies of her aunt. The aunt proved a fiend in woman's shape, and for some reason or other hated the child and omitted no possible occasion to subject her to inhuman tortures, adopting the most refined methods suggested by the "evil one" himself. The consequence was that the child died from the effects of this continued ill-treatment, which was unknown to the father, who attributed the sad event to natural causes. The actual facts, however, were no secret to the "Kai fong" or neighbors, who as usual in such cases did not fail to enlighten the bereaved parent of the true cause of his daughter's death. However, there was no help for it, and the only way was to get rid of his sister, whose presence in his house was now distasteful to him, and who, as well as the useless opium-smoking younger brother, had been dependent on his exertions for her board and lodging ever since the death of their parents. So the marriage with the Swatow man came about and the unfeeling sister was packed off to her future abode at Fatshan. A year passed and, according to custom, she came back to Canton on a visit to the home of her maidenhood. She was in that condition which is styled "interesting," but her return to the scene of her former cruelties was sufficient to cause the *Kwai* of her little victim, that had been ensconced quietly among the household *Lares* waiting patiently for its time to come, to enter into the body of the aunt, who feeling uncomfortable, which at first was attributed to her condition, returned immediately to her husband's house at Fatshan. And now comes the facts upon which the Chinese editor bases his theories and this story. No sooner had the woman got to the door of her house at Fatshan than she fell to the ground in a clairvoyant state, the words of the *Kwai* of her victim being put in her mouth. Her former cruelties upon the innocent child were recited in detail, and when this had ended, she was laid on a bed with the warm life-blood gushing out in torrents from nostrils and mouth. The woman died immediately afterwards and the *Kwai* was avenged.

AN Emergency meeting of Zetland Lodge, No. 525, E.C., will be held in Freemasons' Hall, Zetland Street, on Monday, the 23rd instant, at 8.30 for 9 p.m, precisely. Visiting brethren are cordially invited.

TO-MORROW morning between 9 and 10.30 o'clock the steam-launch carrying the Bethel flag will call alongside any vessel hoisting code pennant C. to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

THE fire-cracker and rocket makers of Kuangtung have struck work, owing to the Government monopoly having been given to a syndicate of wealthy traders in Canton—a fact noted by us on the 1st ultimo,—and the consequent increase by 300 o/o of the price of saltpetre in the province.

As will be seen from an Australian telegram in another column, the Queen's name was hissed at a meeting held in Melbourne to assist the strikers at the London docks. Considering that Victoria bears the reputation of being the most "loyal" of all the Australasian colonies, this incident does not read favorably for that mountebank proposal, Imperial Federation.

THE influx of recruits to that indescribable profession known as "broking" is attracting the attention of the police. The double rows of rickshas, with Ham, Shem, Blo Ka, &c., painted on the stern, are being inexorably "moved on" from the edge of the Rialto. Several tradesmen have complained of the blockade, and several accidents, through stumbling over shafts, have occurred. Two private rickshaw-coolies were summoned to-day. Their masters ought to have been treated similarly.

AN Imperial Decree in the *Peking Gazette* notices the death of Kao Ch'ung-chi, the late Lieutenant-Governor of Canton, who had only recently been promoted to the Governorship of Kuangsi. The deceased rose from the post of District Magistrate through the successive ranks of the Civil Service until he attained the high position on which he had just entered when he was prematurely cut off. The Emperor deeply laments his death, and orders that all the honours due to his rank be accorded to the memory of the deceased.

CAPTAIN HEUERMANN, of Messrs. Siemssen & Co.'s well known coasting steamer *Peking*, goes home on leave of absence, and on his return will bring out a new steamer for the Company. In consequence of Captain Heuermann's departure, the following changes will take place in the steamers :—Captain Schultz will be transferred from the *Ningpo* to the *Peking*, Capt. R. Kohler, of the *Amoy*, taking charge of the *Ningpo*, and Mr. Lehmann, late chief officer of the last named vessel, has been appointed to the command of the *Amoy*.

THE following letter from Capt. John McKenzie, of the British barque *Cygnet*, appears in the *Chinese Times* :—On an application to our great representative here, the Consul, a case was taken before him, where an officer was accused of drunkenness, insubordination, and theft. The accused admitted the charges, and our Consul fined him $1.00. It was also ruled that I had to pay his passage to Shanghai. Now, Mr. Editor, I do not see where the justice or equity comes in here at all, though it may be law in Tientsin.

Apropos of Chang Chih-tung's departure for Hupeh, His Excellency will take with him the following members of his personal staff:—Mr. Tsai Sih Yung, (a Taotai in rank), Mr. Kaw Hong Beng, M.A. of Aberdeen University, (both members of the Canton Bureau for Foreign Affairs), and Mr. Liang Tun Yen, who was educated in the United States, is a *Chehsien* in rank, and is in charge of the telegraph department at the Viceroy's Yamên in Canton. These officials will occupy similar posts at Wuchang to those they are now filling in Canton.

WE are requested to state that letters, parcels, etc., for Tsim-sha-tsui (Kowloon) and steamers in the harbour may be posted at the General Post Office up to 11.30 a.m. and 3.30 p.m. Letters from Tsim-sha-tsui may be posted in the letter box which has been placed in the Police Station compound outside the charge room up to 12 and 4 o'clock. Local rates will be charged. To avoid robbery, senders of letters from Kowloon are requested to cancel their stamps by writing the word "stamped" across them. Covers containing bank notes, etc., should be registered. There will be no Sunday delivery.

FROM the last report of Krupp's establishment at Essen it appears that in 1833 there were only nine workmen, and in 1848 seventy-four. In July, 1888, the establishment employed 20,960 men, of whom 13,626 were at Essen. Including the families of the workmen, they supported a population of 83,969 souls, of whom 24,193 lived in houses provided by the firm. There are at Essen, 1195 furnaces of various constructions, 286 boilers, 92 steam hammers of from 100 to 50,000 kilos, 370 steam engines with a total of 27,000 horse power, 1724 different machines and 361 cranes. Of coal and coke, 2735 tons are daily used, and eleven high furnaces of the latest construction produce 600 tons of iron per day.

WE have received a letter from a correspondent commenting pretty strongly on the conduct of Capt. Brown of the British barque *Omega*, in reference to a case tried the other day before the Marine Magistrate. On his own showing, Capt. Brown is not altogether a credit to his cloth, and we consider that he made a lamentably poor show in the proceedings he thought fit to institute against his chief mate; but that would not justify the publication of a gross attack on the man's private character—and our correspondent's letter is a pretty stiff article in the libel line even in these glorious days of press privilege. Capt. Brown's predelection for a Dutch mate is a matter which really only concerns himself, and if he prefers Dutch to British officers he has a perfect right to carry that preference into effect, until the English Government has the good sense to pass a law for the necessary protection of its own subjects.

A SECOND memorial from Pien Pao-ti, Governor-General of Mèn-Chêh, to the Throne reports the complete suppression of the Kiang-si insurgents in the prefectures of Hsing-hua and Ting Chou, province of Fukien; the burning of their fleet of one hundred and fifty boats at Ta-kan, the original scene of the disturbance, and the capture of the insurgent leader Yang Pan-hu, *alias* Wu Pan-hu, as well as seven other ringleaders, amongst whom were the bearers of the sacred *Pa Kua* flag and the flag containing the words "T'ien hsia fo tsu," (Lord of the idols of the world). The whole of the lately disturbed districts are now reported to be entirely pacified. The Governor-General also reports that a band of the "Ko-lao" or Brothers Society, numbering four hundred men, were intercepted and routed by General Liu, while on their way to join the main body of the insurgents at Ta Kan. The casualties to the Imperial forces amount to a total of six men killed and fifty-seven wounded. The insurgents lost nearly their entire number, with the exception of about two hundred men who escaped into the Chin-lung hills, on the borders of Kiang-si, in company with those of the "Ko-lao" Society men after their defeat by General Liu at Ta Kan. All the insurgent leaders were decapitated as soon as captured.

DURING a thunder storm in Shao Ch'ing *fu* on the 9th inst. seven of the telegraph poles of the Imperial Chinese Telegraph Administration in that district were struck by lightning.

THE programme of the Shanghai Autumn Race Meeting, set for the 4th, 5th and 6th of November, has reached us—too late for publication in this issue. Entries close on Saturday, 5th October.

HIS EXCELLENCY the Minister for the Netherlands at Peking (Mr. Jan Helenus Ferguson) has kindly forwarded us a copy of his new work, "The Philosophy of Civilisation," which we hope to notice at length later on.

THE heroic (?) Editor of the *China Mail* has evidently very quickly lost his vaunted faith both in his own valuable opinion and in a Hongkong jury. Our challenge, although giving the *Fried Fish Wrapper* man his own terms, has not yet been accepted.

THE Masonic Club, which a few weeks ago gave promise of very shortly being snuffed out of existence owing to financial shortcomings caused by internal dissensions amongst some of the members, is now, we are pleased to learn, paying handsomely.

A NEW repeating rifle has been submitted to the Belgian military authorities by Lieutenant Marga, an inventive genius who has devoted much time to the study of improvements in small arms. The weapon is claimed to be a marvel of simplicity, weighs only seven and a quarter pounds and can be discharged accurately forty times in a minute by any one who has had experience with rifles. The cartridges carry thirty-two and a half grains of powder and are so made that it is impossible to explode them before they are entirely in place in the weapon. It is confidently expected that this new weapon will be adopted for the Belgian army.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The annual meeting of the shareholders of the Douglas Steamship Company was held at noon to-day. Mr. T. E. Davies presided, and the Hon. J. J. Keswick, Hon. B. Layton, Hon. P. Ryrie, Messrs. J. F. Holliday, (directors) J. H. Cox, F. A. C. da Roza, T. Arnold, Polishwalla, Michael, Perry, Samuel, etc, and J. H. Lewis (secretary) were present.

The Chairman proposed that the report be taken as read, and continued—In this statement we venture to hope that the shareholders will feel the pleasure that we have felt, and will coincide with our views. The sum of our earnings for the year has only fallen short by some $900 of the previous year, when we ventured to recommend a dividend of nine per cent. We propose this year to write off $10,000 over the amount mentioned in the report off the Reserve fund, on account of the increased valuation of our steamers, and I may further say that that course is, in the opinion of the management, absolutely necessray, as following the policy we have hitherto taken by writing off for the Reserve fund year by year. The prudence of such a proceeding is so apparent that I need hardly trouble with details a body of practical business men such as here represent the shareholders. As you are aware the 1144 shares, which we offered unavallingly for public tender, have since been privately disposed of at $73 25, a fact which I do not think calls for further comment. We consider that even with a dividend of 8 per cent, or less, we should only be taking a safe and prudent course by adding to our Reserve fund so long as a fair dividend was paid. Of course the intrinsic value of the shares is even more enhanced by this addition to the fund than if it were paid out in dividend, which would only give a temporary fillip to the shares.

In answer to shareholders Mr. Davies also stated that the price of coal still continued high, without their being able to raise the rates for freight correspondingly, but they hoped to see an improvement in a few months. The new issue of shares would participate in the dividend, as they had been issued before the year was up. He then proposed the adoption of the report and accounts.

M da Roza seconded, and they were adopted.

Mr. Arnold proposed that the Consulting Committee, consisting of Messrs. Ryrie, Layton, Holliday, and Keswick, be re-elected.

Mr. Cox seconded and it was carried.

Mr. Polishwalla moved the re-election of Messrs. Cox and Lyall as auditors.

Mr. Carvalho seconded and, it being agreed to, the proceedings ended.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column].

THE OFFICERS ON COASTING STEAMERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I again trouble you to publish another letter for me in your valuable paper. I have read two or three letters in the *Telegraph* on the subject of officers' pay on this Coast, and would like to say something on the subject.

I have been told by some of my friends in the Douglas Company that the officers in that employ have sent in a petition for an increase of pay, and I think that with the character for honesty and fair dealing the Douglas Company bears amongst the seafaring community of of Hongkong, they are certain to give it every consideration.

When it is a well known fact that at home, since the seamen's strike, an able seaman on the British coast is better paid than a junior officer on the coast of China, I think it is time for the officers here to bestir themselves, and not be the last to follow out the principles contained in the fable of Hercules and the carter. ☞

I have heard it said that as nearly all officers engaged in the steamers on this coast are gentlemen's sons they ought to be content with the present rate of pay, but all gentlemen at home have not enough of the "root of all evil" to give any to their sons who have been idiotic enough to adopt the sea as a profession,—the most honourable, worst paid, and worst treated *profession in the world.*

What do the the people of Hongkong, aye of the British empire, depend on for their living, for their commerce, and their prosperity? Why, on their mercantile marine, and I think it is their duty to treat that service better.

There is another thing especially noticeable in Hongkong and which you see nowhere else—that is the disdainful manner in which an officer is treated by petty clerks, quill drivers who would would not be tolerated in the same society in which officers of the Merchant service move at home. Why should such a difference be made? Clerks who at home would get from thirty to thirty-five shillings a week, are paid here about $150 per month, whilst we who would get £2 or £3, or more, a week at home can barely get that out here, and considering the expense of living I think we are as well entitled to it, and more so.

What are the officers of the Scottish Oriental, Butterfield & Swire's, and Jardine's doing? They remind me of a lot of worms that are content to grovel along the best way they can, and have not the spirit of the British subject to make a complaint against the low rate of wages and the way they are trented out here. There was a time when a British sailor had some pluck in him, but now, judging by the conduct of officers sailing out of Hongkong, that day is past.

I happen to be independent of my pay, or else I don't know what I should do; but let us hope the day will soon be here when British officers will cease to be content with being like worms and will unite (as they have done at home) for their rights, and get them too.

Yours truly,
NAUTICUS.

Hongkong, 20th September, 1889.

[Our correspondent's complaint has been thoroughly threshed out times out of number in these columns, and as the situation has not in any way changed we have nothing to add to our previous remarks. If a substantial grievance actually exists, and we think there cannot be much doubt about it, these officers (who we now learn for the first time are *all* gentlemen's sons) will have to follow the example of the London Dock laborers and *strike*, if they consider that, as representatives of Labour, there is a reasonable chance of bringing the Shipping Companies, representatives of capital, to terms. Union is strength, and without disciplined amalgamation the officers will exercise a wise discretion in jogging along at their present rates of "screw." We would further take the liberty of reminding our correspondent that he certainly will not assist the aim he appears to have in view by making nasty and uncalled-for remarks about persons belonging to other branches of trade. "Nauticus'" references to clerks are in extremely bad taste, and furthermore they are not true. When he says that at home clerks would not be tolerated in the same society in which officers of the Mercantile service move, "Nauticus" is either referring in a sarcastic vein to Whitechapel and the neighbourhood of Tower Hill, or he is guilty of gratuitous impertinence. There are different sorts of clerks, as there are various qualities of the *genus* Mercantile Marine officer, of which latter caste our correspondent is no doubt a distinguished ornament, and we are now quite sure that all ship's officers, not merely those employed on the Chinese coast are gentlemen's sons—at all events they are lineally descended from the grand old gardener who is credited with having been the progenitor of the whole of humankind. Why, even the famous "Pirates of Penzance," immortalised by W. S. Gilbert, were all noblemen—in disguise, and it would not in the least astonish us to learn that all the "fifty dollars on the bridge" men in Chinese waters are "dooks" in reduced circumstances. If our correspondent wishes to better the positions of junior officers employed on the coasting steamers there is a legitimate method ready to his hand, and if the "gentlemen's sons" are true to themselves, and will not consider it *infra dig.* to do what the law allows and follow the example of such low fellows as artisans, dock laborers, etc., some gratifying result may be obtained; abusing people who don't deserve abuse will never do any good. It is quite true that the inhabitants of Hongkong and also the British Empire depend greatly for their existence on their shipping, but when "Nauticus" throws the "Tailors of Tooley Street" argument at our head and wants us to believe that the junior officers *are* the British Mercantile Marine, we think he goes a trifle too far.—Ed., *H.K. Telegraph.*]

NEWS BY THE AUSTRALIAN MAIL.

The China Navigation Co.'s steamer *Tsinan*, Capt. W. N. Allison, arrived from Sydney early this morning. We extract the subjoined telegrams from our Colonial exchanges :—

NEWCASTLE, (N.S.W.) August 26th.

A bottle containing a piece of paper, upon which were written the following words—"The *Scottish Hero* wrecked off Cape Verde; all hands saved; Captain Fraser"—was found on the beach near Redhead yesterday morning by two men named Garsine and Bashford.

ADELAIDE, August 26th.

Major-General Edwards has written to Major-General Downes, asking him to convey to the officers and men of the forces his appreciation of the muster on Saturday, which was very creditable. The appearance of the men, notwithstanding that their clothing was much worn, and had many shades of colour, was satisfactory considering the small amount of continuous annual training they undergo. The movements were well and intelligently carried out. The cavalry and the field artillery looked very well, and the drill of the latter was satisfactory. He regrets that there were no mounted rifles on parade, and that he had not an opportunity of seeing this valuable force. He specially commends the field firing which he witnessed, which he notes with satisfaction. South Australia is the only colony where he has been afforded an opportunity of witnessing this most special training of a soldier. Major-General Edwards left by the R.M.S. *Valetta* for Albany this afternoon.

THURSDAY ISLAND, August 26th.

The British ship *Windhover*, 847 tons register, Captain Planck, with a cargo of 1300 tons of coal, bound from Newcastle to Batavia, was wrecked on the 20th on Bramble Cay Reef. The captain and the chief officer were more than ordinarily careful in verifying their course and in the adjustment of the compasses a few hours before the striking of the vessel. They say that either Bramble Cay Reef is wrongly laid down, or the set of the tides improperly described. The Captain, with his wife and child, and the crew arrived here on Saturday afternoon in two ship's boats, after experiencing a rough and wet passage. The ship struck at midnight and was abandoned next morning, being almost completely under water. The vessel was owned by John Kerr, of Greenock. No hopes whatever are entertained of getting her off or of saving anything.

MELBOURNE, August 26th.

With respect to the news of the proposed annexation by France of the New Hebrides, Mr. Gillies is of opinion that the Governments of the various Australian colonies should by no means relax their vigilance on the question, otherwise the past efforts which had been successfully made to prevent French annexation would be thrown away. He will immediately place himself in communication with the other Governments, with the view of joint representation to the Imperial Government, reiterating the objections so often expressed.

LONDON, August 26th.

Famine is raging in the Soudan. At Khartoum and Kassala the inhabitants are eating the dead bodies of those who have died from starvation.

The late Mahdi's nephew, with 1000 men, is 20 miles from Suakim. He threatens to attack the town.

AUCKLAND, September 2nd.

Weaver has been sentenced to death for the murder of Captain Gulenfels.

BRISBANE, September 3rd.

Sir Thomas M'Ilwraith, who has been ill for the past few days, had sufficiently recovered to come into town and attend to business yesterday.

SYDNEY, September 3rd.

The search party at the Glebe colliery have recovered the bodies of Hodson, Beaumont, Meadows, Grant and Lynne, on the floor of the mine between two pillars.

The publisher of the *Referee* has been fined £20 for publishing advertisements relating to consultation sweeps.

The R.M.S. *Alameda* takes £600,000 value in gold to 'Frisco to-morrow.

September 4th.

Four other bodies have been found by the Glebe search party at Newcastle, and it is evident that the men died lingering deaths from starvation, having worn a track where they had walked to and fro.

LONDON, September 2nd.

The Czar visits Paris in the Autumn officially.

The German Government intend asking the Reichstag to create two new army corps.

30,000 troops are now assembled at Koosoo and Mitrovitza, watching the movements of the Servians.

Slavin has challenged Jackson to box 12 rounds on the 17th October for £200 aside, also Smith to fight for the championship.

It is stated that Boulanger returns to France on the 27th of the present month.

September 4th.

Searle is confident as to winning the sculling race against O'Connor, and exhibits the greatest staying power.

A 38-ton gun burst on board of the *Ajax* during practice.

The recent murder of a tourist on Goatfell Mountain, in the Island of Arran, has caused much excitement in Scotland for some weeks past. The murderer, Laurie, was captured while in the act of attempting to kill himself.

COOKTOWN, September 4th.

The gunboat *Lizard* arrived last night from the Solomon Islands and Dinner Island, and reported that the schooner *Sand* was boarded by natives of Malayti under the pretence of trading, and that Charles Laddle, the mate, was shot with his own revolver. John Cooper, a trader, had his head cut open with a tomahawk. Both men are dead. Charlie, a native, and the crew of nine were wounded with tomahawks. Captain Keating was badly cut on the left shoulder, but escaped to the cabin, where he killed a dozen natives through the sky-light. The remainder decamped. The native ringleader was a native called Frenchy, who was nine years in Noumea.

THE LONDON STRIKES.

BRISBANE, September 3rd.

Mass meetings have been held in Sydney and Melbourne to assist the London dock strikers. That at Melbourne was marked by a strong Socialist element, and the Queen's name was hissed.

September 4th.

News from all the colonies show that active steps are being taken to send aid to the London dock strikers. The Seamen's Union in Sydney donated £300 as a first instalment; Ballarat Exchange, £25; Melbourne Druids, £50; Letter Carriers, one shilling per week each during the continuance of the strike; Melbourne bookmakers, £60; Auckland railway servants, £20.

September 5th.

£1,000 was cabled to the dock strikers from Melbourne yesterday, and it is expected that £500 will be sent from Adelaide to-day. Subscriptions are coming in freely from all the colonies.

A public meeting in the Town Hall under the presidency of the Mayor was held last night and largely attended. Resolutions were passed affirming sympathy with the strikers; over £500 were subscribed in the room.

The members of the Legislative Assembly to-day subscribed £236 towards the strike fund.

LONDON, September 2nd.

The strikers have issued a manifesto stating that the strike will continue until the original demands are granted, and appealing to the Societies of the whole country for assistance.

The ship companies are arranging for the discharging of their own vessels.

Owners of vessels, fearing riots, have insured their property to the value of two millions sterling.

The strike during the past fortnight has cost the Peninsular & Oriental Coy £15,000.

September 3rd.

The Dundee Trades Union advises the various Trade Societies to give financial support to the strike.

The directors of the dock companies refuse to interview Burns, the Socialist leader, owing to insults received from him. The directors declare that they can procure abundance of labor if steps are taken to repress the menacing attitude of the strikers. The men on strike are becoming enfeebled by hunger. The contributions now being received are insufficient to supply them with food. Sixty went to the Albert Dock last night with the object of coercing the men who were working there, but they were expelled. An attempt was made to sink a tug belonging to the Dock Company, but it failed.

The dock laborers engaged in connection with the grain and flour trade at Liverpool have struck for an advance of one shilling an hour. The strike threatens to spread.

The Dock Companies decline to accede to the request of the shipowners to engage their own laborers. A conference on the matter will meet to-day.

A large meeting of the wharfingers to-day advised the men to accept the terms of settlement offered by the Dock Companies.

An answer will be given by the Dock Companies to-day to the application of the Shipping Companies for permission to engage their own labor.

Great preparations are being made to suppress intimidation, and a large number of pickets are being stationed in the neighborhood of the docks.

September 4th.

Work at the wharves is gradually being resumed. Several London firms who are executing colonial orders under contract and who have sent their rolling stock, paper, machinery, etc., etc., for shipment to Liverpool, have now to transfer their goods to Glasgow. Burns, the Socialist leader, says that the strike can be extended to Glasgow within 48 hours. The strikers cheered the soldiers and police.

100,000 shilling relief tickets were given away yesterday, which will only be sufficient to palliate present suffering. The strikers are willing to abate their original demands with regard to shipowners and wharfingers, owing to the kindness received from them, but will not abate terms with the job companies. The Strikers' Central Committee expected to issue to-day the conditions under which the men will resume work.

Large numbers of Irish laborers are arriving in London in spite of the efforts of 4000 pickets told off by the strikers to prevent them. Burns has threatened to organise disturbances in Southampton. The excitement is increasing. The announcement of the receipt of generous contributions from Australia caused much emotion among the strikers.

10,000 tailors, cabinet and cigar makers and weavers have struck, to show sympathy with the dock laborers.

The Dock Companies have finally refused to act with the shipowners until the strike is ended. A Shipowners' Committee has been formed to confer whenever required with the Dock Companies.

The Companies believe that they will gain a victory in the struggle at Liverpool, where the docks' corn and flour carriers are the only men on strike at present; they demand an increase of wages to six shillings per day.

The number of men now out on strike is reported to be 150,000.

CHEFOO.

(FROM OUR CORRESPONDENT.)

Chefoo, 11th September, 1889.

The weather is still delightfully cool, and the visitors have nearly all left us, but I expect they will be sorry for leaving so soon. The French fleet have left. On the 7th the *Chasseur* and *Seudre* left for Shanchai, the *Aspic* for Tientsin, and the *Villars* for Vladivostock. On the 9th the *Turenne* and *Vipère* left for Nagasaki, and the British torpedo boat, *Porpoise* left for Newchwang. The British gunboat *Merlin* arrived here on the 8th. The Chinese fleet are still at Wei-hai-wei; they are not coming here, but will cruise southward, I hear.

An exciting scene took place on the beach opposite the Beach Hotel yesterday. A gig belonging to a foreign firm, manned by natives, was lying about fifty yards from the shore, when two of the crew had a quarrel, and in their struggle fell overboard. The water was about breast high, and at times both would be under water. After fighting for about ten minutes the stronger of the two overpowered his opponent and held him under water for a considerable time, and would have no doubt held him there till life was extinct, but fortunately for him there was a boat's crew from the *Merlin* on the beach cleaning out their boat; one of the sailors, seeing what was likely to happen, threw off his clothes, all but his trowsers, and rushed into the water and fished out the unfortunate Chinaman and dragged him on the beach. After rolling him for some time he showed signs of life and commenced to throw up the salt water and howl lustily. Several ladies witnessed the affair from the verandah of the hotel. One of these, a lady hailing from the Shetland Isles, rushed to the beach with a bottle of brandy in one hand and a tumbler in the other, and administered to each of the native pugilists a "boatswain's nip." The one who got the best of the battle soon recovered and walked off, but the other poor fellow was so weak that he had to be carried off by his friends. But the worst part of the tale is that poor "Jack" who went to save the Chinaman lost his clothes, for while he was acting the good Samaritan, the Chinese ran off with them. This was gratitude indeed! But I think what "Jack" felt the most was to see "John Chinaman" getting the brandy while he was left out in the cold. However, a bold Captain was looking on and, seeing that the kind lady had forgotten the sailor, asked him to come into the hotel and have a drink, which offer was eagerly accepted. I expect the next time "Jack" goes to save a Chinaman he will have an eye to his clothes before going into the water.—*Shanghai Mercury.*

KIN-HWA.

(FROM OUR CORRESPONDENT.)

Kin-hwa, 23rd August, 1889.

We have had a very hot summer, without rain, now followed by a N.E. monsoon, and torrents of water. It is amusing to see the antics of the Chinese in getting heaven to *rain*. The officials have been at the temples daily, in great state, worshiping their josses, and one special camphor tree has also been honoured. Priests have been paid some large sums to get rain by magic. All living creatures, even fish—to be protected—were not allowed to be killed even for food. Every screen had to be pulled down; no one allowed to carry hats or umbrellas; all leather or cloth boots had to be put away, and straw shoes only worn. We have mountains to the north 5,000 feet high, and the city magistrate went to the top of one peak to worship heaven. On his way down a large land-tortoise crossed the path. He secured this and his men brought it into the city. It was put in a hole and water poured in to make a pond. A temple of paper and tinsel was built over it. Here all the officials came to worship the tortoise, and the people followed suit. Each house in the place had a long bamboo, with a prayer flag flying from the roof. At Tanki-hien, 80 *li* away, the magistrate would not go through these performances, therefore the people broke into his yamên, smashed his furniture, and told him he would be drummed out of the city if he did not get rain for them.

Now they have so much rain that they want to know how to drain off the superfluity.

During the drought it is satisfactory to know that a missionary found water enough to baptize fourteen new converts.

There has been plenty of sickness. I have had three weeks of bronchitis and boils on the spine—a lively and pleasant combination.—*Mercury.*

CONSUMPTION, Wasting Diseases, and General Debility. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the *two are combined*, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—[*Adv.*

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE,"

Captain G. Taylor, will be despatched for the above Ports, on TUESDAY, the 24th instant, at 4 P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, 21st September, 1889. [1172

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain T. S. Gardner, will be despatched for the above Ports, on FRIDAY, the 27th instant, at NOON.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 21st September, 1889. [1170

STEAM TO LONDON, DIRECT,
Calling at Intermediate Ports.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY"

Captain S. Eason, will leave for the above place, on TUESDAY, the 15th October. This vessel is disconnected from the Mail services, but has excellent accommodation for through passengers (First Saloon only) at reduced rates. Electric Light, Deck cabin, Surgeon carried, &c.

E. L. WOODIN,
Superintendent.

Hongkong, 21st September, 1889. [1173

To-day's Advertisements.

VOCAL AND INSTRUMENTAL CONCERT.

To be given in the
HALL OF THE CLUB LUSITANO,
on
THURSDAY,
the 26th of September, 1889, at 9 P.M.,
BY
PUPILS OF SIGNOR CATTANEO,
In benefit of the Orphans of the ITALIAN CONVENT.

DIRECTOR Maestro CATTANEO.

PROGRAMME.

PART I.

1.—Coro, I Masnadieri, by Verdi	LADY & GENTLEMEN AMATEURS.
2.—Mia Piccerella, Aria for Soprano, Salvator Roza, by Gomez	Miss I. D'ALMEIDA E CASTRO.
3.—Quartetto for Soprano, Mezzo Soprano, Tenor, and Baritone, Rigoletto, by Verdi	Miss E. CARVALHO. Mrs. M. GUEDES. Mr. C. LAMMERT. Mr. G. LAMMERT.
4.—Cavatina for Soprano, Ernani, by Verdi	Mrs. J. D. HUMPHREYS.
5.—Fantasia for piano, by Prudent, Lucia di Lammermoor	Miss C. SOUZA.
6.—Cavatina for Soprano, I Puritani, by Bellini	Miss E. CARVALHO.
7.—Trio for Tenor, Baritone, and Basso, Faust	Mr. C. LAMMERT. Mr. C. GRACE. Mr. W. E. CROW.
8.—Duetto for Soprano and Baritone, Favorita, by Donizetti	Mrs. M. GUEDES. Mr. E. W. MAITLAND.
9.—Miserere—Trovatore	Miss E. CARVALHO. Mr. C. LAMMERT. Lady and Gentleman Amateurs

INTERVAL OF 10 MINUTES.

PART II.

1.—Brindisi—Traviata	Mrs. J. D. HUMPHREYS Mr. G. LAMMERT. Chorus by Lady & Gentleman Amateurs
2.—Duetto for Soprano and Baritone, Traviatore	Miss E. CARVALHO Mr. C. GRACE
3.—Cavatina for Mezzo Soprano, Betly, by Donizetti	Mrs. M. GUEDES
4.—Trio for Soprano, Tenor, & Basso, I Lombardi, by Verdi	Miss E. CARVALHO Mr. C. LAMMERT Mr. W. E. CROW
5.—Andante & Rondo Capriciosо per piano, Opera 14, by Mendelssohn	Miss C. SOUZA
6.—Duetto for Soprano and Mezzo Soprano, Saffo, by Paúni	Miss I. D'ALMADAE CASTRO Mrs. M. GUEDES
7.—Song for Baritone, Queen of the earth, by Pinsuti	Mr. C. GRACE
8.—Largo Finale—Traviata	Mrs. J. D. HUMPHREYS Miss F. CARVALHO Mr. C. LAMMERT Mr. R. E. WITHERS Mr. G. LAMMERT Mr. E. W. MAITLAND Mr. C. GRACE Mr. W. E. CROW, and LADY and GENTLEMEN AMATEURS.

Tickets.....Not less than $2.00

To be be obtained from Signor Cattaneo, and at the Club Lusitano from Tuesday, the 24th inst.

Hongkong, 21st September, 1889. [1174

ZETLAND LODGE,

No. 525.

AN EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, on MONDAY NEXT, the 23rd instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 21st September, 1889 [1171

WANTED.

FOR *The Hongkong Telegraph*, a CAPABLE SHORT HAND REPORTER, who is a smart paragraphist and reliable proof-reader.

Apply, with full particulars, to

THE EDITOR,
The Hongkong Telegraph.

Hongkong, 31st July, 1889.

Consignees.

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship
"MOYUNE"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk, into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, on the 24th instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 24th instant, at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst., will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 18th inst.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 18th September, 1889. [1161

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "ARABIC"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,
Agent.

Hongkong, 17th September, 1889. [1

Intimations.

THE SHARE LIST CLOSES ON THE 25TH INSTANT, AT 3 P.M.

THE HONGAY LIME AND CEMENT WORKS, LIMITED.

TO BE INCORPORATED UNDER THE COMPANIES ORDINANCES 1864-1886.

CAPITAL$250,003,
DIVIDED INTO 50,000 SHARES OF $5 EACH.

Payable $1 on application, $1 on allotment. Balance as required, at one month's notice. One half of the Shares is held by the Directors and their friends and will be allotted in full; the remainder are now offered for public subscription in Tonkin and Hongkong.

DIRECTORS:

A. LIEBARD, Esq of A. R. MARTY, Esq.
H. F. HAYLLAR, Esq., C.E.
C. GRANDJEAN, Esq.
CHEONG KAI, Esq.
FUNG WA CHUN, Esq.
LO TSUN HING, Esq.
* A. B. RODYK, Esq.
* C. VEZIN, Esq.

* Join after allotment.

BANKERS:

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

SOLICITORS:

Messrs. CALDWELL & WILKINSON,
Hongkong.
P. DEVAUX, Esq., Haiphong.

CONSULTING ENGINEER.

H. F. HAYLLAR, Esq.

GENERAL AGENT:

A. R. MARTY, Esq., Haiphong and Hongkong,

SECRETARY AND OFFICE:

J. A. BARRETTO, Esq.,
2, D'Aguilar Street.

PROSPECTUS.

THIS Company is formed to purchase and enlarge the Cement Works known as The "Societé Française de Fabrication des Ciments & Chaux Hydrauliques & Produits Chimiques du Tonquin" situated at Hongay.

The property is held under a concession from the French Government and is of 60 acres in area with sea frontage and is admirably situated, having an approach where vessels of any size can anchor easily. There is also a practically inexhaustible supply of lime and other materials required for cement making on the spot. Coal, the principal item, is to be had near and cheap. As a matter of fact veins of coal have been discovered on the property to be purchased by this Company. It may be stated that the Charbonnages du Tonquin's property is immediately opposite that of this Company.

Highly satisfactory reports on the cement and hydraulic lime have been given by the French Government and local authorities here, and these can be seen at the offices, where samples also may be had. Samples are now being submitted to the Government for approval. Whilst this Cement is considered as good as that supplied by the Green Island Company, as regards cost it is cheaper.

The cost price is $1.25 a cask in Haiphong and $1.50 here. It can be sold in Indo China for about $5.20 a cask and in Hongkong at $3.50.

Without taking into consideration the Hongkong market, there is consumed in Indo China alone, according to official reports, 22,000 casks per annum.

There are no legal objections to an English Company working the concession, with its Head office in this colony.

The purchase money has been fixed at $83,000, of which $25,000 is taken in shares.

This includes a large stock of raw material, coal, cement, lime and bricks. Should the Company at any time increase its capital, one fully paid up share is added to the purchase money for every ten shares issued. With the present capital the Company will be able to turn out 50,000 casks of cement a year, as well as hydraulic lime, fire bricks &c., in large quantities.

The following contracts have been entered into:—

(1.) Contract dated 27th July 1889 between C. VEZIN of the one part and ARTHUR B. RODYK of the other part.

(2.) Contract dated 6th August 1889 between ARTHUR B. RODYK of the one part and J. A. BARRETTO as Trustee on behalf of the Company of the other.

These together with the Memorandum and Articles can be seen at the Solicitor's office.

Applications for shares must be made on the printed form, and forwarded to the Bankers (where share forms may be obtained) together with the amount payable on application.

Hongkong, 20th September, 1889. [1169

SHOOTING GALLERY.

AT No. 35, Wellington Street, under the UNION CLUB.

Opened from 10 A.M. to 1 P.M., and from 3 to 12 P.M.

Hongkong, 9th September, 1889. [1022

MRS. BOHM'S PRIVATE BOARDING RESIDENCE will be in future conducted under the name of WINDSOR HOUSE.

—WINDSOR HOUSE,—
HONGKONG,
No. 8, Queen's Road Central.

PRIVATE BOARD AND RESIDENCE,
And
FAMILY HOTEL.

This establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers first class accommodation to Residents and Travellers, has a spacious Dinning Room, and a large number of well furnished bed rooms with all comforts. A good table kept.

Table d'hote:—Breakfast, 8.30 A.M.; Tiffin, 1 P.M.; Dinner, 7.30.

Board by the month, day, or single meals, at reasonable rates.

Arrangements can be made to serve meals in gentlemen's quarters.

Continental languages spoken.

MRS. BOHM,
Proprietrix.

Hongkong, 28th August, 1889. [352

NOTICE.

MR. NG SUI-SHANG begs to announce that in compliance with a suggestion made to him by Mr. MITCHELL-INNES, he has now opened an AGENCY for the supply of CHAIR COOLIES at 4, Gough Street, 1st Floor, and is prepared to supply them on the conditions and at the rates mentioned in Mr. Mitchell-Innes' circular, copies of which can be had on application to the Agency. He trusts that the Agency may be the means of putting an end to the present unsatisfactory state of affairs by supplying Masters with Good Coolies, and at the same time affording the latter regular employment.

N.B.—The Agency will also be prepared to supply Jinrickshs and House Coolies if desired.

Hongkong, 28th August, 1889. [1075

Intimations.

HONGKONG CRICKET CLUB.

THE Ground is now open for practice and Lawn Tennis.

Gentlemen desirous of proposing New Members will find Lists for that purpose in the Hongkong Club and Cricket Pavilion.

A. K. TRAVERS,
Hon. Secretary,
H. K. C. C.

Hongkong, 20th September, 1889. [1168

MERCANTITE MARINE OFFICERS' ASSOCIATION.

UNTIL the NEW PREMISES are ready the above named Institution will be carried on at Nos. 2, 4, and 6, High Street, above the Government Civil Hospital.

Good Accommodation for M. M. Officers.

Terms Moderate.

JAS. EDWARDS,
Proprietor.

J. A. CLARK,
Teacher of Officers and Engineers.
Above Address.

Hongkong, 2nd September, 1889. [1092

NOTICE.

HONGKONG HOTEL.

THE MAGNIFICENT ROOMS in the NEW WING, are now open and afford increased Accommodation for Private Tiffin and Dinner Parties, Balls, Public Meetings, &c., &c. The Hotel supplies Picnic and Shooting Parties with every requisite at the shortest notice, and on most moderate terms. The Hotel also offers to its Constituents and Supporters the best Wines, Spirits, Liqueurs, Stores, &c., &c., specially selected by its Representatives in London and on the Continent of a quality and at prices that distance Competition.

For prices list and particulars,

Apply to

C. M. ROBERTS,
Manager.

Hongkong, 2nd September, 1889. [1086

LOST.

THE Undernoted 100 SHARES of the HONGKONG AND SHANGHAI BANKING CORPORATION, being the Property of the undersigned, having been LOST, the Public are warned against negotiating same.

Certificate in name of	Scrip No.	Nos. of Shares.
50 Shares, L. Mendel,	B. 2071	3465/6, 4645/52, 21311 55, 14389/92, 51692/712.
10 Shares, W. D. Spence,	B. 2099	—3280/3289.
25 „	Do. B. 2134	53909/23, 57342/46, 1406/10.
15 Shares, W. H. Gaskell,	B 2269	—27918/27932.

H. N. MODY.

Hongkong, 9th September, 1889. [1122

SHANGHAI LAND INVESTMENT COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....Tls. 1,000,000
CAPITAL PAID-UP Tls. 600,000

BOARD OF DIRECTORS:

J. S. PURDON, Esq., Chairman, of Messrs. MAITLAND & Co.
H. R. HEARN, Esq., of Messrs. ALFRED DENT & Co.
E. J. HOGG, Esq.
JOHN WALTER, Esq., Manager the HONGKONG AND SHANGHAI BANKING CORPORATION.
A. G. WOOD, Esq., of Messrs. GIBB, LIVINGSTON & Co.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

LOANS made on MORTGAGE ON LAND, BUILDINGS, &c.

PROPERTIES bought and sold.

ESTATES MANAGED and all kinds of LAND AGENCY and COMMISSION business conducted.

GIBB, LIVINGSTON & Co.,
Agents.

Shanghai, 19th July, 1889. [938

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL$5,000,000.
PAID UP CAPITAL. 2,500,000.
RESERVE FUND 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman. } Managing Directors.
Hon. C. P. CHATER, Vice-Chairman. }
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.
G. E. NOBLE, Esq.
LEE SING, Esq.
POON PONG, Esq.

BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.

Properties purchased and sold.

Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889. [532

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, and also at the Pavilion of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.

Subscribers to this journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.

Hongkong, 11th March, 1889. [318

FOR SALE, WHOLESALE AND RETAIL.

WATERBURY WATCHES,
the Handiest, Cheapest, and Best Time-keepers invented.

$8 PRICE THREE DOLLARS EACH $8

REPAIRS NEVER EXCEED 50 CENTS for each Watch.

Orders from Outports to be accompanied with Remittance for Cost.

THE MITSUI BUSSAN KAISHIA,
(Sole Agents in Japan and China for the Sale of the above Watches,)
10, QUEEN'S ROAD CENTRAL,
Opposite Marine House.

Hongkong, 29th August, 1888 [1047

Auctions.

GOVERNMENT NOTIFICATION,
No. 392.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 30th day of September, 1889, at 4.30 P.M., are published for general information.

By Command,

ARATHOON SETH,
for the Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 14th September, 1889. [1156

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of September, 1889, at 4.30 P.M., by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.	No. of Sale.
	Inland Lot No. 1,219	South of Kennedy Road and immediately West of the Tramway	feet. 162	feet. 126	feet. 155	feet. 150	21,600	$ 100	$ 4,320	

PARTICULARS OF THE LOT.

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous (even if that event occurs during the first twelve months)—may be secured by a payment at the rate of:—

£7	7	6	per quarter if commenced at age (n. b.) 20
£8	14	2	25
£10	11	2	30
£13	4	10	35
£17	15	8	40
£27	12	6	45

AFTER the Policy has been three years in force—should the Policy-holder wish to discontinue future payments—he will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured. For instance a man who had assured at 45, after five year's payments would be entitled to a Paid-up Policy for £500 free of future payments as explained in Prospectus.

Note—It is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases; Death may occur before the Provision is effected, or Health may fail and render the life ineligible for Assurance.

THE BORNEO COMPANY, LIMITED.
Agents,
STANDARD LIFE OFFICE.

810—2].

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 1st July, 1889. [821

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1889. [822

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [152

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO} $833,333.33.
RESERVE FUND$318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq. |

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [1091

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—176 per cent. premium, sellers.

Union Insurance Society of Canton—$100 per share, buyers.

China Traders' Insurance Company—$80 per share.

North China Insurance—Tls. 330 per share, buyers.

Canton Insurance Company, Limited—$135 per share.

Yangtsze Insurance Association—Tls. 100 per share.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—$382½ per share, sellers.

China Fire Insurance Company—$85 per share.

Hongkong and Whampoa Dock Company—68 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—$40 per share, sellers.

China and Manila Steam Ship Company—130 per share, sellers.

Hongkong Gas Company—$135 per share, sellers.

Hongkong Hotel Company—$210 per share, sellers.

Hongkong Hotel Co.'s Six per-cent. Debentures—$501.

Indo-China Steam Navigation Company, Limited—15 per cent. dis., sellers.

Douglas Steamship Company—$75 per share, sellers.

China Sugar Refining Company, Limited—$246 per share, sellers.

Luzon Sugar Refining Company, Limited—$90 per share, sellers.

Hongkong Ice Company—$111 per share, buyers.

Hongkong and China Bakery Company, Limited—$80 per share.

Hongkong Dairy Farm Co., Limited—$14 per share, sellers.

A. S. Watson & Co., Limited—$21 per share, sellers.

Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent premium.

Hongkong Rope Manufacturing Company, Limited—$150 per share, nominal.

The Hongkong Steam Laundry Co., Ld.—$25 per share, nominal.

Punjom and Sunghie Dua Samantan Mining Co—$17 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—$161 per share, buyers.

Tonquin Coal Mining Co.—$520 per share, sales and buyers.

The Hongkong High-Level Tramway Co., Limited—210 per cent. prem., sellers.

The East Borneo Planting Co., Limited—$58 per share, sellers.

The Songei Koyah Planting Co., Ld.—$55 per share, buyers.

Cruickshank & Co., Ld.—$40 per share, nom.

The Steam Launch Co., Limited—nominal.

The Austin Arms Hotel and Building Co., Ld—par, nominal.

The China-Borneo Co., Ld.—$40 per share, buyers.

The Hongkong Brick and Cement Co., Ld.—$18 per share, sellers.

The Green Island Cement Co. (Old issue)—$45 per share, buyers.

The Green Island Cement Co. (New issue)—$8½ per share, nominal.

The Hongkong Land Investment Co., Ld.—$126 per share, sellers.

The Hongkong Electric Light Co., Ld.—$6 per share, buyers.

Geo. Fenwick & Co., Limited—$30 per share, buyers.

The West Point Buildings Co., Ld.—$53 per share, buyers.

The Peak Hotel and Trading Co., Ld.—$24 per share, sellers.

The Labuk Planting Co., Ld.—$17 per share buyers.

The Jelebu Mining and Trading Co., Ld.—$6½ per share, sellers.

The Selama Tin Mining Co., Ld.—$4½ per share, sellers.

The Shameen Hotel Co., Ld.—$5 per share, nominal.

The Kowloon Land Investment Co., Ld.—$22 per share, buyers.

The Hongkong Marina, Limited—25 per cent. premium, buyers.

EXCHANGE.

ON LONDON.—Bank, T. T.	3/0⅞
Bank Bills, on demand	3/0⅞
Bank Bills, at 30 days' sight	3/0⅞
Bank Bills, at 4 months' sight	3/1⅛
Credits at 4 months' sight	3/1⅛
Documentary Bills, at 4 months' sight	3/1⅛
ON PARIS.—	
Bank Bills, on demand	3.83
Credits, at 4 months' sight	3.94
ON INDIA, T. T.	224½
On Demand	225
ON SHANGHAI.—	
Bank, T. T.	72½
Private, 30 days' sight	73

OPIUM MARKET.—THIS DAY.

OLD MALWA, per picul (Allowance, Taels 80).	$600
NEW PATNA, (without choice) per chest	$517½
NEW PATNA, (first choice) per chest	$520
NEW PATNA, (bottom) per chest	$527½
NEW PATNA, (second choice) per chest	$575
NEW BENARES, (without choice) per chest	$502½
NEW BENARES, (bottom) per chest	$510
NEW PERSIAN (best quality) per picul	$550
OLD PERSIAN (best quality) per picul	$500
OLD PERSIAN (second quality) per picul	$475

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Oxus*, with the French mail of August 24th, left Singapore on the 18th instant at 7 a.m., and may be expected here on or about the 24th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Sydney*, with mails, &c., from San Francisco to the 31st August, left Yokohama on the 20th instant at daylight, and may be expected here on or about the 26th.

THE INDIAN MAIL.

The steamer *Japan*, with mails from Calcutta, left Singapore on the 17th instant, and may be expected here on or about the 23rd.

THE CANADIAN MAILS.

The Canadian Pacific steamer *Parthia*, with the Canadian mail, left Vancouver on the afternoon of the 6th instant for Japan and Hongkong.

The Canadian Pacific steamer *Port Augusta*, with the Canadian mail, left Kobe on the 15th instant for Shanghai and Hongkong.

STEAMERS EXPECTED.

The "Union" line steamer *Collingham*, from London, left Singapore on the 16th instant, and is due here on the 22nd.

The D. D. R. steamer *Bellona*, from Hamburg, left Singapore on the 17th instant at 9 a.m., and is due here on or about the 23rd.

The P. & O. S. N. Co.'s steamer *Kashgar*, from Bombay, left Singapore on the 18th instant, and is due here on the 24th.

The Ocean Steamship Co.'s steamer *Ajax*, from Liverpool, left Singapore on the 19th instant, and is due here on the 25th.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)

To-day.

Barometer—9 a.m.	30.06
Barometer—1 p.m.	29.96
Barometer—4 p.m.	...
Thermometer—9 a.m.	80
Thermometer—1 p.m.	84
Thermometer—4 p.m.	...
Thermometer—9 a.m. (Wet bulb)	80
Thermometer—1 p.m. (Wet bulb)	81
Thermometer—4 p.m. (Wet bulb)	...
Thermometer—Maximum	84
Thermometer—Minimum (over night)	80

CHINA COAST METEOROLOGICAL REGISTER.

20th September, 1889.—At 4 p.m.

STATION	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	Rain last 24 hours.
Wladivostock		...	...	...	...	...	...
Tokio	30.12	...	...	S	2	...	...
Nagasaki		...	...	...	...	...	...
Shanghai	29.89	90	90	NW	1	c	...
Amoy	29.89	86	86	SE	3	b	...
Hongkong	29.91	87	80	E	2	b	...
Haiphong	29.85	93	81	E	2	c	...
Bolinao	29.80	87	65	E	2	c	...
Manila		...	...	...	...	...	...
Anping		...	...	...	...	...	...

21st September, 1889.—At 10 a.m.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	Rain last 24 hours.
Wladivostock		...	...	...	...	...	...
Tokio		...	...	...	...	...	...
Nagasaki		...	...	...	...	...	...
Shanghai	30.03	72	95	NW	2	c	...
Amoy	29.97	83	81	SW	1	b	...
Hongkong	29.99	81	71	ENE	1	c	...
Haiphong	29.93	89	88	ENE	2	o	...
Bolinao	29.88	83	81	SE	1	c	...
Manila		...	...	...	...	...	...
Anping		...	...	...	...	...	...

The barometer has risen and gradients are moderate for north winds. Cloudy, and rather cool, and damp weather prevails.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew wet). 7—Rain in inches, tenths and hundredths.

W. DOBBIE,
Hongkong Observatory, 21st September, 1889.

Shipping.

ARRIVALS.

TITAN, British steamer, 1,509, R. J. Brown, 20th Sept.,—Shanghai, *via* Foochow, and Amoy 19th Sept., General.—Butterfield & Swire.

AMIGO, German steamer, 781, T. A. Bruhn, 20th Sept.,—Singapore 11th Sept., Timber.—Wieler & Co.

MONGKUT, British steamer, 860, J. Fowler, 20th Sept.,—Iloilo 17th Sept., Ballast.—Yuen Fat Hong.

CLARA, German steamer, 674, Christensen, 20th Sept.,—Haiphong 18th Sept., General.—Siemssen & Co.

ASHINGTON, German steamer, 809, Zindel, 20th Sept.,—Saigon 16th Sept., Rice.—Siemssen & Co.

TSINAN, British steamer, 1,468, W. N. Allison, 21st Sept.,—Australian Ports 12th Sept., Coal and General.—Butterfield & Swire.

ASAGAO, Japanese steamer, 1,568, N. Trennt, 21st Sept.,—Nagasaki 16th Sept., Coals General.—Mitsui Bishi Colliery.

CLEARANCES AT THE HARBOUR OFFICE.

Nisam, British steamer, for Singapore, &c.
Tsinan, British steamer, for Shanghai.
Omega, British bark, for Honolulu.
Alwine, German steamer, for Hoihow.
Mongkut, British steamer, for Bangkok.
Glengarry, British steamer, for Shanghai.
Taisang, British steamer, for Swatow, &c.
Fokien, British steamer, for Swatow, &c.
Titan, British steamer, for Singapore, &c.
Falkenburg, German steamer, for Bangkok.
Yangtsze, German steamer, for Shanghai.

DEPARTURES.

September 21, *China*, German steamer, for Swatow, &c.
September 21, *Fraja*, Danish str., for Hoihow.
September 21, *Nisam*, British steamer, for Singapore, &c.
September 21, *Taisang*, British steamer, for Swatow, &c.
September 21, *Yangtsze*, German steamer, for Shanghai.

PASSENGERS—ARRIVED.

Per *Tsinan*, str., from Australian Ports.—Miss Davis, Messrs. Davis, Close, Lyons, Gordon, Henry, and 73 Chinese.

Per *Titan*, str., from Shanghai, &c.—Mr. J. Finlay, and 350 Chinese.

Per *Clara*, str., from Haiphong.—4 Europeans and 50 Chinese.

Per *Ashington*, str., from Saigon.—35 Chinese.

Per *Asagao*, str., from Nagasaki.—2 Chinese.

DEPARTED.

Per *Fraja*, str., for Hoihow.—60 Chinese.

Per *China*, str., for Swatow, &c.—40 Chinese

TO DEPART.

Per *Tsinan*, str., for Shanghai.—2 Europeans.

Per *Omega*, bark, for Honolulu.—5 Europeans.

Per *Alwine*, str., for Hoihow.—30 Chinese.

Per *Glengarry*, str., for Shanghai.—3 Europeans.

Per *Fokien*, str., for Swatow, &c.—100 Chinese.

Per *Titan*, str., for Singapore, &c.—1 European and 353 Chinese.

REPORTS.

The British steamship *Tsinan* reports that she left Australian Ports on the 12th instant. Had fine moderate weather throughout.

The British steamship *Monghut* reports that she left Iloilo on the 17th instant. Experienced moderate easterly wind and fine weather.

The British steamship *Titan* reports that she left Shanghai, *via* Foochow, and Amoy on the 19th instant. Had light north-east and easterly winds and fine clear weather with smooth sea.

Post Office.

A MAIL WILL CLOSE

For Bangkok.—Per *Mongkut*, to-morrow, the 22nd instant, at 9.00 A.M.

For Chefoo and Newchwang.—Per *Triumph*, to-morrow, the 22nd instant, at 9.00 A.M.

For Bangkok.—Per *Falkenburg*, to-morrow, the 22nd instant, at 9.00 A.M.

For Bangkok.—Per *Tales*, on Monday, the 23rd instant, at 9.30 A.M.

For Tientsin.—Per *Sungkiang*, on Monday, the 23rd instant, at 11.30 A.M.

For Singapore, Batavia, Samarang, and Sourabaya.—Per *Camorta*, on Monday, the 23rd instant, at 3.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ALWINE, German steamer, 400, Bendixen, 20th Sept.,—Pakhoi 14th Sept., and Macao 19th, General.—Wieler & Co.

ANTON, German steamer, 336, T. Eggerts, 14th Sept.,—Iloilo 11th Sept., General.—Wieler & Co.

ARABIC, British steamer, 4,368, W. M. Smith, 17th Sept.,—San Francisco 22nd August, and Yokohama 11th Sept., Mails and General.—O. & O. S. S. Co.

BATAVIA, British steamer, 1,664, J. C. Williamson, 15th Sept.,—Java 21st August, Sugar.—Jardine, Matheson & Co.

CAMORTA, British steamer, 1,355, A. A. Fyfe, 15th Sept.,—Java 21st August, Sugar.—Jardine, Matheson & Co.

CATTERTHUN, British steamer, 1,406, J. W. B. Darke, 16th Sept.,—Sydney 28th August, Keppel Bay 1st Sept., Townsville 2nd, Cairns 3rd, Cooktown 3rd, and Thursday Island, General.—Russell & Co.

CHINA, German steamer, 1,093, P. Haye, 19th Sept.,—Saigon 14th Sept., General.—Wo Kee.

CHINGTU, British steamer, 1,439, A. Hunt, 20th Sept.,—Kobe 15th Sept., General.—Butterfield & Swire.

DIAMOND, British steamer, 1,030, J. Wilson, 12th Sept.,—Amoy 10th Sept., General.—Ban Moh.

FALKENBURG, German steamer, 988, T. Bartels, 17th Sept.,—Saigon 11th Sept., General.—Melchers & Co.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

FOKIEN, British steamer, 508, G. Lewis, 19th Sept.,—Taiwanfoo 16th Sept., Amoy 17th, and Swatow 18th, General.—D. Lapraik & Co.

GLENGARRY, British steamer, 1,955, F. Geddye, 19th Sept.,—Singapore 13th Sept., General.—Jardine, Matheson & Co.

GUTHRIE, British steamer, 1,484, H. Craig, 19th Sept.,—Sydney 29th August, Newcastle 1st Sept., Cooktown 6th, and Thursday Island 8th, Coals.—Russell & Co.

MIIKE MARU, Japanese steamer, 2,280, E. Sommers, 20th Sept.,—Kutchinotzu 15th Sept., Coals.—Mitsui Bussan Kaishia.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

TAILEE, German steamer, 828, Schuldt, 12th Sept.,—Wladivostock 4th Sept., Timber.—Wieler & Co.

VELOX, German steamer, 753, H. Johannsen, 20th Sept.,—Manila 17th Sept., Ballast.—Ed. Schellhass & Co.

YANGTSZE, German steamer, 814, C. Tonningsen, 19th Sept.,—Whampoa 19th Sept., General.—Siemssen & Co.

SAILING VESSELS.

ADOLPH, German bark, 867, Westergaard, 19th Sept.,—Hamburg 10th May, General.—Arnhold, Karberg & Co.

ALICIA, Hawaiian bark, 607, J. Brodhurst, 16th August,—Albany, West Australia, 10th July, Sandalwood.—Order.

AMPHITRITE, German ship, 1,814, A. Bowept, 11th July,—Cardiff 6th March, Coal.—Order.

AUSTRALIA, British bark, 999, Wm. Harris, 11th June,—Manila 31st May, Ballast.—Order.

CHARGER, American ship, 1,379, D. S. Goodellyn, 28th June,—San Diego, Cal., 18th April, Ballast.—Russell & Co.

COMET, German ship, 1,663, R. Krippner, 21st July.—Cardiff 15th March, Coals.—Melchers & Co.

CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June,—Anjer 1st June, Ballast.—Reuter, Brockelmann & Co.

ERI KONIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

GOLIAH, Siamese bark, 542, Jas. Kent, 16th August,—Bangkok 2nd August, Rose Wood.—Chinese.

GUSTAV OSCAR, German bark, 1,352, M. Leemann, 4th July,—Cardiff 25th Feb., Coal.—Melchers & Co.

HARVEST QUEEN, British ship, 2,020, E. A. Forsyth, 16th August,—New York, and Singapore 2nd August, Kerosene Oil.—Russell & Co.

HAYDN BROWN, British bark, 821, C. H. Havener, 21st July,—Iloilo 12th July, Ballast and Sapanwood.—Captain.

IRENE, American brig, 467, James W. Yates, 11th July,—Newcastle, N.S.W., 10th May, Coal.—Geo. R. Stevens & Co.

JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June,—Newcastle, N.S.W., 16th April, Coals.—Butterfield & Swire.

KITTY, British bark, 802, H. Wilson, 30th Aug.,—Portland, Oregon 9th July, Lumber.—D. Musso & Co.

LADY HAREWOOD, British bark, 382, Williams, 15th Sept.,—Honolulu 24th July, General.—Chinese.

MAUNA LOA, British bark, 1,071, A. Douglas, 28th August,—Saigon 21st August, Ballast.—Siemssen & Co.

MOREL, American bark, 750, Snow, 19th Sept.,—Newcastle, N.S.W., 11th July, Coal.—Adamson, Bell & Co.

OMEGA, British bark, 480, Brown, 2nd August,—Yokohama 4th June, Ballast.—Order.

REPORTER, American ship, 1,286, J. Spalding, 30th August,—Newcastle, N.S.W., 11th July, Coal.—Order.

ROBERT S. BERNARD, British bark, 1,209, M. J. C. Andrews, 15th August,—Newcastle, N.S.W., 29th June, Coal.—Adamson, Bell & Co.

SEA WITCH, American ship, 1,289, Chas. H. Tabbots,—Newcastle, N.S.W., May 21st, Coal.—Captain.

SUMATRA, British bark, 740, John Reid, 18th Sept.,—Newcastle, N.S.W., 24th June, Coals.—Adamson, Bell & Co.

TARAPACA, British bark, 495, H. Kennett, 19th Sept.,—Sandakan 4th Sept., Timber.—Gibb, Livingston & Co.

VIGILANT, American ship, 1,723, Wm. H. Gould, 2nd July,—Amoy 30th June, Kerosene Oil.—Russell & Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Port Augusta	Vancouver	September 21st	Adamson, Bell & Co.
Pallnurus	Liverpool	September 21st	Butterfield & Swire.
Collingham	London	September 22nd	Russell & Co.
Japan	Calcutta	September 23rd	D. Sassoon, Sons & Co.
Bellona	Hamburg	September 23rd	Siemssen & Co.
Oxus	Marseilles	September 24th	Messageries Maritimes.
Kashgar	Bombay	September 24th	P. & O. S. N. Co.
Ajax	Liverpool	September 25th	Butterfield & Swire.
City of Sydney	San Francisco	September 26th	Pacific Mail S. S. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Clyde	P. & O. S. N. Co.	Sept. 25th, at noon.
Marseilles, via Saigon, &c.	Iraouaddy	Messageries Maritimes.	Sept. 26th, at noon.
Havre, London, &c.	Flintshire	Adamson, Bell & Co.	About Sept. 28th.
Bremen, via Ports of Call.	Bayern	Melchers & Co.	Sept. 25th, at 4 p.m.
New York, via Suez Canal	Albany	Adamson, Bell & Co.	About Oct. 1st.
San Francisco, via Yhama	City of Sydney	Pacific Mail S. S. Co.	Oct. 9th, at 1 p.m.
San Francisco, via Yhama	Arabic	O. & O. S. S. Co.	Sept. 28th, at noon.
Vancouver, B.C., via K., &c.	Port Augusta	Adamson, Bell & Co.	Sept. 26th, at noon.
Port Darwin, &c.	Chingtu	Butterfield & Swire.	Sept. 25th, at noon.
Sydney, Melbourne, &c.	Catterthun	Russell & Co.	Sept. 24th, at 4 p.m.
Sydney, Melbourne, &c.	Guthrie	Russell & Co.	Sept. 27th, at 4 p.m.
Calcutta, via Straits	Japan	D. Sassoon, Sons & Co.	Sept. 27th, at noon.
Singapore, Batavia, &c.	Camorta	Jardine, Matheson & Co.	Sept. 23rd, at 4 p.m.
Yokohama, via Nag., &c.	Ancona	P. & O. S. N. Co.	Sept. 27th, daylight.
Tientsin	Sungkiang	Butterfield & Swire.	Sept. 23rd, at noon.
Shanghai, Hiogo, &c.	Glengarry	Jardine, Matheson & Co.	About Sept. 21st.
Shanghai, Kobe, &c.	Oxus	Messageries Maritimes.	About Sept. 26th.
Shanghai, via Amoy	Ajax	Butterfield & Swire.	September 27th.
Shanghai, via Amoy	Palinurus	Butterfield & Swire.	September 23rd.
Manila, via Amoy	Diamante	Russell & Co.	Sept. 24th, at 4 p.m.
Swatow, Amoy, &c.	Fokien	Douglas Lapraik & Co.	To-morrow, daylight.

Intimations.

NO MORE TOOTH ACHE

USE

the Dentifrice Elixir, Powder and Paste

OF THE

R.R.P.P. BENEDICTINES

of the ABBEY of SOULAC (Gironde, France)

Dom MAGUELONNE, Prior

2 GOLD MEDALS: Brussels 1880—London 1884

THE HIGHEST REWARDS

INVENTED By the Prior

in the year 1373 Pierre BOURSAUD

"The daily use of a few drops of the Dentifrice Elixir of the R.R.P.P. Benedictines in water, prevents and cures the decay of the teeth, which are whitened and consolidated, while the gums are perfectly fortified and restored.

"It is a real service rendered to our readers to point out to them this old and useful preparation, the most curative, and the only preservative from all Dental disorders."

Established 1807 SEQUIN 3, rue Huguerie, 3 BORDEAUX

General Agent:

Depots in HONG-KONG:

A. S. WATSON & Co., limited

THE HONG-KONG DISPENSARY.

Sold by all Chemists, Perfumers, Hair-dressers, etc.

Interesting patented Discovery

ORIZA-PERFUMES, CONCRETE AND SOLIDIFIED

PRESENTED IN THE SHAPE OF PENCILS (12 SWEET SCENTS)

It suffices to rub only slightly any object for perfuming it

(Skin, Linen, Writing-Paper, etc.)

L. LEGRAND, Purveyor to the Court of Russia

207, RUE SAINT-HONORÉ, PARIS

Are sold at all principal Perfumers, Chemists and Druggists of the world.

ILLUSTRATED CATALOGUE SENT FREE FROM PARIS.

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, CLARET, HOCK, BRANDIES, WHISKIES. MACHINERY, GAS ENGINES, SINGER'S SEWING MACHINES. SCALES. PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES. SODA WATER MACHINERY. JEYE'S SANITARY COMPOUNDS.

Apply to

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th June, 1888. [763

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1885. [24

CANTON.

THE NEW ORIENTAL HOTEL,
(FORMERLY THE CANTON HOTEL),
Opposite the Steamboat Company's Wharf.

THIS HOTEL, which has been partially rebuilt and thoroughly renovated, and now offers the best accommodation for tourists and visitors to Canton, will be re-opened on the 20th instant.

A first class table kept, with WINES, SPIRITS, etc., of the best quality only, and the charges are extremely moderate.

A WELL FURNISHED BILLIARD ROOM.

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Canton, 11th June 1889. [723

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Hongkong, 6th June, 1889. [703

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Hongkong, 1st May 1889. [510

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OREGON PINE SPARS and LUMBER Always on Hand.

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Hongkong, 24th June, 1881. [783

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Hongkong, 1st May, 1889. [40

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Hongkong, 21st January, 1889. [114

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INTIMATION.

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Hongkong, 27th August, 1889. [1069

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ROOMS in "COLLEGE CHAMBERS."

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